

THE WRITING OF A PLAY

Metamorphosis of Sothorn's "Captain Lettarblair."

HOW MISS MERINGTON WROTE IT

An interesting Chat with the Author of the Only Artistic Success of the Present Season in New York—The Many Trials of a New Playwright.

A NY person who suddenly achieves fame at once becomes an interesting character, and in these days when a large majority of American theatrical managers are assiduously engaged in ascertaining that good plays come only from the other side of "the pond," the personality of the man or woman who upsets this delusion is a subject of which the public at large and the "snickling Sardous" in particular delight to read.

Genius is a very rare thing, and there are always lots of purchasers after it. In fact, so shrewd a manager as Mr. Field, of the Boston Museum, has ordered from Miss Merington a serious play called "Goodby," which will be produced in October or November.

On the surface "Captain Lettarblair" appears to the outsider only as a play which was given at a trial matinee last spring, and produced in August at the Lyceum theater, New York. I was curious to know how this young woman, entirely ignorant of professional theatrical matters, had been able even to secure a hearing for her play from Mr. Sothorn, and I confess that the story, as told me by Miss Merington, has increased rather than diminished my surprise.

Miss Merington has long taken an interest in amateur theatricals. She has a lively friend of similar tastes, and the embryo playwright was constantly suggesting that this, that or the other thing would make a pretty scene. As Miss Merington is a lady of high literary attainments, as her contributions to the magazines will attest, her friend, who is also an intimate acquaintance of Edward Sothorn, suggested that she adopt dramatic writing as a profession, and promised to send Mr. Sothorn to see her. As the actor was at that time seized in need of a play for the preliminary portion of the programme went through without a hitch.

Three years ago Mr. Sothorn first visited Miss Merington at the request of the mutual, and in this case it must be admitted helpful, friend. The interview on that occasion was not a particularly comprehensive one, as the actor only explained to the aspiring playwright the line of characters which he desired to play. Among others he mentioned that the Irish gentleman would be a type new to the stage.

For a few days Miss Merington busied her mind with concocting interesting stories revolving about the central figure of an Irish gentleman. Then she wrote a first act, several times too long, which she sent to Mr. Sothorn, who paid her another visit in the following spring, and told her very frankly that her work was unactable, but the story as detailed to him possessed vitality. Then he went away, and Miss Merington, instead of becoming disheartened, resolutely set to work, rewrote the first act and afterward finished the play.

On the occasion of Mr. Sothorn's next visit, after the close of the season, he explained that while he liked "Lettarblair," as the piece was then known, very much, he believed that it would be more to his interest to play Henry Arthur Jones' "The Dancing Girl" during his next tour. He advised her to sell her comedy to any one who would produce it promptly, but also told her that if she cared to wait until he got ready he would put it on. Later in the season, after there had been a good deal of revising done, Mr. Sothorn notified Miss Merington that he would give "Lettarblair" a trial matinee at the Lyceum. This was done, and the press notices were on the whole extremely favorable, although there were manifest crudities to which Miss Merington told me that even she was not blind. Next morning Mr. Sothorn delighted the hopeful author with the announcement that he had decided to use "Lettarblair" for the season of 1892-3.

Miss Merington spent a part of the past summer with that prince of kindly men, Joseph Jefferson. By his advice much pruning was done, and two irrelevant characters were ruthlessly eliminated, so that the piece as produced at the Lyceum last month stood forth a nearly faultless piece of dramatic construction.

Miss Merington is probably less than twenty-five years old. Her face denotes the strongest intellectuality, and she has a terse and incisive manner of expressing herself which is positively captivating. She is tall, rather slender, and though not robust in constitution is a devotee of swimming. She lives in a little cottage-

MISS MARQUERITE MERINGTON.
Like house at the corner of One Hundred and Forty-first street and the Grand Boulevard, only a few rods away from the Hudson river, and it was at a window commanding this beautiful view that "Captain Lettarblair" was slowly created.

Miss Merington was not born in the United States, but has lived here since she was a little child. Her modesty at her achievement, the magnitude of which she seems scarcely to realize, makes her a somewhat difficult person to interview. She says that she will make playwrighting her life work.

There is encouragement in Miss Merington's experience for aspiring dramatic authors. Had she given up at the first, second or third obstacle encountered success would have eluded her, and the American stage would have suffered accordingly.

OCTAVUS COHEN.
Important to Fishy People.
We have noticed a page article in the Globe on reducing weight at a very small expense. It will pay our readers to send a two cent stamp for a copy to Cook Circulating Library, 36 east Washington street, Chicago, Ill.

"Your Last Chance This Season."
61. ONLY \$1.
Round trip to Norfolk or Newport News by steamer Ariel Saturday night, Sept. 19th. Tickets also good to return following Tuesday.

THREE GREAT YACHT DESIGNERS.

Richardson, Payne and Kemp, Who Want Britannia to Rule the Waves.
Three famous English yachtsmen who are striving hard to keep Britannia at work ruling the waves, a task at which she has been a failure so far as yachting is concerned, are Alexander Richardson, Arthur E. Payne and Dixon Kemp. Richardson is a Liverpool man, and his principal claim to fame rests upon the fact that he de-



PAYNE, RICHARDSON, KEMP.
signed the big yacht Iverna, said to be the swiftest sailing craft of her size in Great Britain. He also designed the Stranger, the Lily, the Lorna and other well known yachts.

Payne resides at Southampton. He is thirty-four years of age, and one of his most famous yachts is the 40-rater Corsair. His little 10-rater, the Decima, made a mark in 1889 that has never been beaten. The Babo, still another flyer, won thirty-six first prizes out of forty-five starts last year. Payne has also designed a score of other swift yachts.

Dixon Kemp not only designs wonderful yachts, but he writes very readable articles about yachting. He was born on the Isle of Wight about fifty-three years ago. American yachtsmen admire his undoubted talent as a writer and designer, but his extremely partisan attacks on Yankee yachts have lost him many admirers on this side. It was Kemp who placed such unfair restrictions on the Mayflower's centerboard that General Paine, her owner, could not again match her against British yachts.

The America cup is still in the possession of Yankee yachtsmen, and owing to a dispute about the deed of gift is likely to remain here for years to come.

He Broke Captain Stricker's Jaw.
William Halligan who recently gained considerable notoriety by breaking Captain Stricker's jaw during an altercation in the dressing room of the Baltimore Baseball club, is a native of Canadaigua, N. Y., and began his professional career as a fielder with the Buffalos in 1883. In the



following year he went west, and in 1890 and the early part of 1891 he was with the Omaha club, playing right field. His heavy hitting and general good playing attracted the attention of the Cincinnati club managers and he was signed by them in 1891.

He was released soon afterward by Cincinnati and was at once signed by the Baltimore, with whom he was playing when the assault occurred. Halligan's act was denounced by the press, and there was talk of placing him on the blacklist, but it was not done.

Wheelman W. C. Thorne.

W. C. Thorne, of Chicago, is a devotee of bicycling well known to wheelmen the country over. He has not only won fame as a rider during his long track career, but he has also attracted attention of late by his work as a member of the national racing board of the League of American Wheelmen. Although Thorne is only twenty-nine years of age he is a veteran among cyclists, for he began wheeling in 1876. When the safety wheel first came into use Thorne was considered a reputation as a hill climber and captured many races. At Peoria in 1889 Thorne defeated the famous Bert Myers and rode second to W. D. Bauer, the safety champion that year, in an exciting safety contest.

Thorne then won twenty good races in succession, among them being the Chicago exposition's twenty-five mile race, in which Thorne defeated Van Wagner and other fast men, and won the title of "Safety king." In his racing career Thorne has beaten such famous riders as P. J. Berio, George K. Barrett and W. F. Murphy.

SPORTING NOTES.

At New York recently George Taylor, the world's champion one mile bicyclist, defeated ex-champion W. W. Windle in a quarter mile contest.

J. H. Clausen, who has resigned from the Boston Athletic association, will not be allowed to compete for another New England club for a year.

George Schweigler, champion broad jumper of Canada, will endeavor to lower the world's record this season.

H. H. Baxter, the famous pole vaulter, will compete in the annual A. U. championships at New York Oct. 1. He is it good form.

P. J. Berio recently broke the world's two mile bicycling record, 4m. 48.45s., made by George Taylor last fall. Berio's time was 4m. 48.25s.

The Superior MEDICINE
for all forms of blood disease,
AYER'S Sarsaparilla
the health restorer, and health maintainer.
Cures Others will cure you.



Patrolman Julius Zeidler

Of the Brooklyn, N. Y. Police Force, gladly testifies to the merit of Hood's Sarsaparilla. His wife takes it for dizziness and indigestion and it works charmingly. "The children also take it with great benefit. It is without doubt a most excellent thing for That Tired Feeling. I cheerfully recommend."

Hood's Sarsaparilla
and Hood's Pills to every one who wishes to have health and comfort. Get HOOD'S.

HOOD'S PILLS cure liver ills, constipation, biliousness, jaundice, and sick headache.



CURE SICK HEAD
Headache, yet CARTER'S LITTLE LIVER PILLS are equally valuable in Constipation, curing and preventing this annoying complaint, while also correct all disorders of the stomach, stimulate the liver and regulate the bowels. Even if they only cure!

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AUCTION SALES—Future Days.

By E. A. Catlin, Auctioneer.
Nos. 5 and 7 north Eleventh street.

COMMISSIONER'S SALE

OF
MAGNIFICENT GRANITE PROPERTY,
NEAR FOREST HILL PARK,
ON THE RICHMOND AND DANVILLE
RAILROAD.

By virtue of a decree of the Chancery Court of Richmond, dated July 29, 1892, in the suit of Harvey F. Smith against Netherwood and others, we will sell at public sale, at the office of the auctioneer, Nos. 5 and 7 north Eleventh street, Richmond, Va., on

THURSDAY, SEPTEMBER 22, 1892,

at 12 o'clock M., the tract of land containing 1181-100 acres, situated in Chesterfield county, Virginia, and just west of Forest Hill Park, on which is the quarry which has lately been worked by the Standard Granite Company. The Danville railroad runs through this tract, and consequently the shipping facilities are all that could be desired. The granite, which is practically inexhaustible, is of a most beautiful blue tint, and has been much sought after for monumental and decorative work. Map can be seen at office of auctioneer.

One-fourth cash; the residue in three equal payments at six, twelve and eighteen months from day of sale, evidenced by the bonds of the purchaser with interest thereon to be retained until the entire purchase money is paid and a deed ordered by the court.

D. C. RICHARDSON,
PHIL. E. SHELDON,
W. H. BEVERIDGE,
Special Commissioners.

Smith, plaintiff, against Netherwood and defendants—in the Chancery Court of the city of Richmond.

I, Charles W. Goldin, clerk of said court, certify that the bond required of the purchaser by the decree in said cause of July 29, 1892, has been duly given.

Given under my hand this 15th day of September, 1892. CHARLES W. GOLDIN, Clerk.

By Chevington & Rose,
Real Estate Agents, Auctioneers and Brokers,
No. 6 north Tenth street.

TRUSTEES' AUCTION SALE

OF
A NICE, SING FRAME TENEMENT
DWELLING,
ON BOYD STREET BETWEEN NORTON
AND HARRISON STREETS.

By virtue of a certain deed of trust, dated the 23rd day of March, 1890, and of record in the clerk's office of the Richmond Chancery Court, in Deed Book 140 C, page 176, default having been made in the payment of a portion of the debt thereby secured, and being required so to do by the beneficiary, we will sell by auction, upon the premises, on

TUESDAY, the 20th day of September, 1892, at 4:30 o'clock P. M., all that certain lot, piece or parcel of land, with a new frame dwelling thereon, lying and being in the city of Richmond, on the south line of Boyd street, between Norton and Harrison streets, and bounded as follows: Commencing at a point on the south line of Boyd street, 111 feet east of its intersection with the east line of Norton street, running thence outwardly along the said south line of Boyd street and fronting thereon 15 feet, or to the centre of the partition dividing the property hereby conveyed from that adjoining it on the east, thence back southerly, between parallel lines 100 feet to an alley in the rear 10 feet wide, and designated as No. 1216 west Boyd street.

TERMS: By deposit, one-third cash, the balance at six and twelve months, secured by deed of trust upon the property.

By E. A. Catlin,
5 and 7 north Eleventh street.

BY VIRTUE OF A DEED OF TRUST.

Dated April 29, 1891, of record in clerk's office of Richmond Chancery Court, the bond therein secured, we will sell at public auction, on the premises, on

WEDNESDAY, SEPTEMBER 21, 1892, at 5 o'clock the PREMISES, No. 24 north Twenty-first street, fronting 25 feet and extending back 15 feet to an alley 20 feet wide. Terms: Cash sufficient to pay the costs of executing this trust and to pay the amount of money due on said bond, amounting to \$260.70, and the balance on such time as may be announced at sale.

HENRY S. HUTZLER,
J. D. HARGROVE,
F. T. SUTTON, Trustees.

REAL ESTATE AT PRIVATE SALE.

By E. A. Catlin,
5 and 7 north Eleventh street.

By virtue of a deed of trust executed to the undersigned, by Bettie E. and J. J. Smith, dated July 2, 1892, and duly of record in the business court clerk's office for said city D. B. 11, page 407, and being required so to do by the beneficiary, we will sell at public auction on the day and hour above prescribed that truly valuable house and lot on the northeast corner of Eleventh and Stockton streets, in said city, the lot fronting 35 feet on Eleventh street by 132 feet deep. There is a good frame building on this lot, containing about eight rooms, all in nice order. This desirable property will make any one a good home.

TERMS: Cash, as to expense of sale; taxes, if any be due and paid of a day and secured by said trust deed of \$725.02; the balance upon such terms as will be announced at sale. But more liberal terms may be given by consent of all parties interested.

JULIAN STRATS,
W. J. WESTWOOD,
R. B. CHAFFIN, Trustees.

By virtue of a deed of trust executed to the undersigned, by John J. Mitchell, trustee, on the 1st day of July, 1892, and recorded July 5th, 1892, in Deed Book 18, page 237, in Nelson County Clerk's office, I will proceed to sell, at public auction, to the highest bidder, on

SEPTEMBER 20th, 1892, that being county court day for said county of Nelson at the court-house siting thereof, the HOUSE and LOT lately in possession of said John J. Mitchell, containing about 8 V. E. ACRES, and lying one mile west of Montreal Depot in said county, being required so to sell by J. R. Peedles, assignee of said deed.

Terms: \$435.00 will be required in cash, and as to the balance will be made known on day of sale.

AN FALL TRIM—SCHAAP'S, 119 EAST BROAD STREET. We are showing advance styles in FALL HATS.

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RAILROADS.

N. & W. Norfolk & Western R.R.
SCHEDULE IN EFFECT JULY 17, 1892.

LEAVE RICHMOND (DAILY).
HYD-STREET STATION.
9:00 A. M. Leave Richmond for Norfolk through express. Arrive Norfolk 11:30 A. M. Stops only at Petersburg, Waverly and Suffolk.
9:00 A. M. For Lynchburg, Roanoke and intermediate stations. No connection beyond Roanoke except for Winston-Salem division. Arrive Norfolk 12:30 P. M.
12:30 P. M. For Roanoke, Radford, Pulaski, Bristol and all points South and West via the East Tennessee, Virginia and Georgia Railroad. Parlor car Petersburg to Roanoke, and Pullman sleeper Roanoke to Memphis via Knoxville and Chattanooga.
2:30 P. M. Daily for Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6 P. M.
3:30 P. M. Arrives at Norfolk at 3:30 P. M. For Roanoke, Radford, Pulaski, Bristol, also for Bristol, Foca, New River, and all stations on Lynch Valley Division. Also for Louisville and stations on L. & N. R. R. via Norfolk; also for Rocky Mount and all stations on Winston-Salem division. Pullman palace sleeper between Richmond and Lynchburg. Bertha ready at Roanoke at 9:30 P. M. Also Pullman sleeper Petersburg to Louisville via Norfolk.

Trains arrive from Lynchburg and the West daily at 7:44 A. M., 8:15 A. M. and 7:45 P. M.; from Norfolk and the East at 10:30 A. M., 2:15 P. M. and 6:38 P. M.

"Washington and Annapolis Limited," a train of Pullman coaches and sleeping-cars, runs daily via Shenandoah Valley route, stopping only at Luray, Shenandoah, Basic, Roanoke and Radford.

R. W. COURTNEY,
Passenger Agent.

General Office, Roanoke, Va.

RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD—Schedule commencing APRIL 18, 1892.

8:04 A. M. leaves Byrd-street station daily, except Sunday, for Alexandria, Washington, and Baltimore. Stops at Alexandria, Washington, and Baltimore. Arrives at Washington at 10:30 P. M.; at Baltimore at 12:30 P. M.; at Philadelphia at 3:45 P. M.; at New York at 6:00 P. M.
11:30 A. M. leaves Byrd-street station daily, except Sunday, for Alexandria, Washington, and Baltimore. Stops at Alexandria, Washington, and Baltimore. Arrives at Washington at 1:30 P. M.; at Baltimore at 3:30 P. M.; at Philadelphia at 6:45 P. M.; at New York at 9:00 A. M.
7:00 P. M. leaves Byrd-street station daily, except Sunday, for Alexandria, Washington, and Baltimore. Stops at Alexandria, Washington, and Baltimore. Arrives at Washington at 9:30 P. M.; at Baltimore at 11:30 P. M.; at Philadelphia at 12:45 A. M.; at New York at 2:00 A. M.

7:00 P. M. leaves Byrd-street station daily, except Sunday, for Alexandria, Washington, and Baltimore. Stops at Alexandria, Washington, and Baltimore. Arrives at Washington at 9:30 P. M.; at Baltimore at 11:30 P. M.; at Philadelphia at 12:45 A. M.; at New York at 2:00 A. M.

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